

Transportation/Land Use Task Force Meeting
Wednesday, August 15, 2012 @ 9:00 am
MITW Housing Department
Summary of Proceedings

Task Force Members: Wayne Wilber, Jeremy Pyatskowitz, Gary Schuettepelz, Betty Jo Wozniak, Verna Fowler, Chris Caldwell, Ken Klemens, Sandy Stankevich, Lew Boyd, Karen Vermillion, Rick Warrington,

Consultant: Nick Musson and Eric Fowle

1. Welcome and Introductions

Mr. Boyd opened the meeting at 9:00 A.M. and asked everyone to introduce themselves.

2. Long-Range Transportation Plan and Land Use Plan Update

Mr. Musson explained to the task force members that Kathy Thunes was unable to attend today's meeting and is recovering due to unexpected surgery she had last week. He asked the task force to pick a date and time in the first week of September to have a meeting dedicated to the MITW Land Use Plan. The task force selected Wednesday September 5, 2012 at 1:00 P.M. at the Menominee Housing Department. Mr. Musson stated that the meeting will take roughly three hours. Mr. Boyd said he would send out an email to the absent task force members to ensure the meeting date is acceptable.

Mr. Musson gave a brief update on where Kathy is in the Land Use planning process. He explained that a hard copy of the Environmental (Chapter 6) is on the table in front of each task force member. He asked the task force if anyone would like an electronic copy of the Environmental (Chapter 6) emailed to them. He noted the chapter maps are large and would require a number of emails to send them all. The task force decided it was not necessary. Mr. Musson explained that the Community Facilities (Chapter 7) is in progress and is anticipated to be complete by the end of the week. The Land Use (Chapter 8) is in progress and would like to have a discussion with the task force on future land use projections prior to completion. Mr. Musson pointed out the land use maps on the table and explained that Mr. Cegelski is in the process of updating them. He noted that there will be further discussion on the future land use projections and the updated land use maps at the next meeting.

3. Long-Range Transportation Plan

A. Chapter 6 and 7 Updates

Mr. Musson explained that he added a more comprehensive description of the overall transit service for chapter 6, a detail analysis of the Transit Development Plan (TDP) and Indian Reservation Roads (IRR) condition rating for chapter 7. He further explained that he added transit service sectors and revised the transit services based on the Shawn Klemens (Transit Director) comments. He noted that the service sectors are in the task

force member's packets in exhibit 6-5. Mr. Musson noted that the TDP evaluated the existing service and future demand; need and attitude about existing service; travel demand estimation; and organizational structure. He also pointed out that the TDP estimated population growth from 2008 to 2010 to increase, which didn't happen. He noted that the TDP recommends fixed routes, increased coordination, more training, improve marketing, and to increase service to out of county destinations. He explained that even though the TDP recommendations were partly based on population growth, they were still relevant because they also focus on making the transit system more efficient and increasing the level of service. Mr. Musson pointed out that the IRR condition inventory was added to Chapter 7. He explained that the MITW and the Bureau of Indian Affairs (BIA) rates the tribe's roads annually based on an average rating of the wearing surface. He further explained that the average wearing surface is then calculated into a Surface Condition Index (SCI). He noted that they mapped the SCI rating and split it up into three categories (poor, fair and good) and is illustrated in exhibit 7-2. He also noted that this data can be used to track data over time to see how well the tribe is maintaining their transportation system. A task force member suggested the gravel roads should be separated from the asphalt roads.

B. Vision, Goals and Objectives Draft Chapter

Mr. Musson pointed out Chapter 5 (Vision, Goals and Objectives) in the task force members packets. He stated that he incorporated all the comments made at the last meeting and asked the task force to contact him if they have any additional comments or concerns.

C. Environmental Justice Chapter

Mr. Musson pointed out Chapter 11 (Environmental Justice) in the task force member packet. He explained that environmental justice is the process which seeks to ensure that access to transportation systems and the transportation planning process is available to all, regardless of race, color, national origin, age, sex, disability, religion or socioeconomic status. He explained further that the lack of U.S. Census data made it difficult to analyze the reservation. He used poverty status, population by age cohort and housing density in relation to planned Tribal Transportation Improvement Program (TTIP) projects to determine if any adverse effects could take place on those populations. He noted some of the mitigation measures to use during transportation project construction that include the following: provide access to employment, community facilities and services that are interrupted by construction; install noise barriers around sensitive sites; provide crossing guards around schools during construction; and keep the public involved throughout the process.

D. Environmental Mitigation Chapter

Mr. Musson pointed out Chapter 12 (Environmental Mitigation) in the task force member packet. He explained that environmental mitigation, in reference to transportation planning, refers to the methods, strategies or actions to reduce the negative effects, direct or indirect, of a transportation project on the MITW's environmental and cultural resources. He noted that environmental mitigation is a system level analysis and should be treated as such. He explained that Buffers of one quarter mile are shown around improve/expand and new projects and buffers of 250 feet are shown around bridge or

point specific projects. The goal is to recommend mitigation measures for those environmental or cultural features that are within proximity of the TTIP projects. Mr. Musson went over all the environmental mitigation maps with the task force members. Mr. Schuettpelz asked Mr. Musson to email the LUST site locations and suggested that he breaks them out by category and labels them open or closed. There was a discussion on the importance of including the Tribal Historic Preservation Office prior to any construction project.

E. Recommendations: Tribal Transportation Improvement Program, Transit, Road Safety Audit, Safe Routes To School and ATV Use.

Mr. Musson went over the draft recommendations with the task force.

He explained that the TTIP projects are included in the Long Range Transportation Plan and both documents support each other.

He pointed out the transit fixed route maps. He explained that the Keshena Route (Exhibit 10-2) consists of 22 stop locations throughout and takes approximately 40 minutes to run. The Shawano Route (Exhibit 10-3) consists of 28 stop locations connecting Keshena to Shawano and takes approximately 126 minutes to run. The Neopit Route (Exhibit 10-4) consists of 30 stop locations connecting Keshena to and throughout Middle Village and Neopit and takes approximately 73.5 minutes to run. The Legend Lake Route (Exhibit 10-5) consists of 15 potential pull off locations and one stop at the Thunderbird Supper Club/mini store. The route circles around the Legend Lake area. He noted that pull off locations are paved areas to allow the bus to pull off of the road to safely pick up passengers. The route takes approximately 50 minutes to run. The Green Bay Route (Exhibit 10-6) connects Keshena to Bonduel to Green Bay. The route will stop in Bonduel; at Green Bay's Hospitals - St. Mary's, St. Vincent, Bellin; College of Menominee Nation and the Green Bay Transit Center, which will allow users to connect to the Green Bay transit routes. Mrs. Wozniak suggested that some of these routes are going to need multiple buses running to make the routes efficient and practical to users.

Mr. Musson explained that he went through the Menominee Road Safety Audit and compiled recommendation to include the following: install shoulder rumble strips, centerline rumble strips, continuous delineation, and improve warning signs to help decrease lane departure accidents; install flexible delineators and improve curve warning signs when warranted; ensure all traffic signs meet Federal Highway minimum retroreflectivity standards; hire a consultant to identify short and long term solutions to the STH 55 and CTH M East, STH 55 and CTH M West, STH 47/55 and CTH VV and CTH VV and East County Line Road intersections; provide crash test approved barrier with enhance reflectivity and lighting to Spirit Rock; establish continuous sidewalk network and pedestrian crossing in Keshena and Neopit; and install pedestrian facilities in Zoar. Mrs. Stankevich recommended that Mr. Musson look at recommendations on the intersection in the RSA report and incorporate them into the LRTP document.

Mr. Musson explained that ECWRPC has met with the Menominee School District to discuss the SRTS program and how it can help them. The school district is very excited

and has planned another meeting to discuss the topic further. Mr. Musson pointed out that he did send Menominee Tribal School a request to discuss the SRTS program, but received no response. The recommendations for SRTS are for Menominee School District to continue working with ECWRPC SRTS staff to implement SRTS activities and an action plan.

Mr. Musson talked about the issues relating to ATV use on the reservation and went over the draft recommendations. The recommendations include the following: work with the Menominee Law Enforcement to step up enforcement of illegal ATV use; map existing makeshift ATV trail system; upgrade the existing makeshift ATV trail system to make safer for all users; designate makeshift ATV trail system to allow users more access to the reservation; and educate ATV users on laws and regulations and safety. The task force expressed concern over mapping the trails and designating them. They did not feel the Tribal Legislature would approve. It was recommended that a disclaimer be put on all maps stating that tribal facilities are for tribal use only.

4. Discussion on Land Use Plan Vision, Goals, Objectives and Recommendations.

Mr. Musson went over the MITW Land Use Plan vision, goals, objectives and recommendation update for the task force. He explained that the Housing Chapter draft is ready; the Economic Development Chapter has incorporated input from the MIEDA Board and the draft is completed; and the Environmental, Community Facilities, and Land Use Chapters are in progress. He noted that all chapters will be emailed to task force members prior to the next meeting.

5. Next Steps

Mr. Musson explained that the next meeting will focus on land use projections, finalizing the Land Use vision statements and goals for all sub-elements and review draft objectives and recommendations for all sub-elements.

Mr. Musson asked the task force about getting more public input. It was suggested that there be a booth set up at various locations like the college, casino and save-a-lot to go to the public to get input on the long range transportation plan. Mr. Musson stated that he would work with Mr. Wilber to set up locations and times to gather input.

6. Adjourn

The meeting was adjourned at 11:30 A.M.